



## To Let.

TO LET.

NOS. 7 and 9, SEYMOUR TERRACE,  
OFFICES IN VICTORIA BUILDINGS.  
GODOWNS in WANCHAI, at the back of  
MORAGUE'S BARBERS.  
OFFICES AND ROOMS at CONNAUGHT  
House.

Apply to  
DAVID SASSOON, SONS & CO.  
Hongkong, August 24, 1894. 189

TO LET.

D WELLING HOUSES —  
HIGHCLERE, at MAGAZINE GAP.  
No. 8, OLD BAILY.  
FLOORS in BLUE BUILDINGS.  
No. 9, CHANCERY LANE.  
FLOORS in EIGHT STREET, PERL  
STREET and STANTON STREET.  
FLOORS in No. 6, SHELBURY  
STREET.

OFFICES —  
PEAK CENTRAL, over MESSRS.  
DOUGLAS LAPRAIK & CO.'s  
GODOWNS —  
BLUE BUILDINGS.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, September 1, 1894. 18

TO LET.

No. 2, PEDDER STREET, next to the  
Post Office.  
No. 72, QUEEN'S ROAD CENTRAL  
Apply to G. C. ANDERSON,  
13, Praya Central.  
Hongkong, March 16, 1893. 504

Intimations.

INDIAN CONDIMENTS.

THE BEST QUALITY!!

THE BEST QUALITY!!

CHUTNIES. Per dozen. Rs. As.

S LICED, Sweet Sliced, Lucknow,  
Col. Skinner's, Calcutta Club,  
Armenian, Major Grin's, United  
Service Club, Mirred, Madras, Cash-  
more, Pindaree, Bengal Club, Col.  
Goads, Cabool, Our Taste, in quart  
bottles ... ... ... ... 12 8

JELLIES.  
Guava, Sarel, Maugo, Corunda, in  
bottles ... ... ... ... 12 8

JAMS.

Pineapple, Tipparie, Mulberry, in  
bottles ... ... ... ... 12 8

PRESERVES.  
Spiced Mango, Pineapple, Embile  
Myrrah, Tamarind, Citron, Mango,  
Koomera, Bael, Palbul, Lime, Orange, in bottles ... ... ... ... 12 8

MARMALADES.  
Citron, Mango, Bael, Orange, in  
bottles ... ... ... ... 12 8

CHEESE.

Guava, Bael, 1lb tins, per dozen 10.

2lb tin ... ... ... ... 16 0

SYRUPS.

Lemon, Orange, Tamarind, Black-  
berry, Bael, Pineapple, Rose, Al-  
mond, Pomegranate, in quart  
bottles ... ... ... ... 12 8

PICKLES.

Onion, Cabbage, Bombay Mango,  
Lime, Bamboo, Red Cabbage,  
Sweet Mango, Mango, Mixed,  
Cauliflower, Sweet Cauliflower,  
bottles ... ... ... ... 12 8

SAUCES.

Toppo, Tanisto, Margo, Tomatoe,  
Volcanic, in pint bottles ... ... 10 0

CURRY POWDER &amp; PASTE.

Curry, Malabar, Madras, Mullig-  
awney, in quart bottles ... ... 12 8

LIME JUICE, &amp;c.

Pure Non-alcoholic Lime Juice, in  
bottles ... ... ... ... 9 8

Ground, Cayenne Pepper, White  
Pepper, Black Pepper, 1lb bottles 12 8

Nepal Pepper Ground, 1lb bottle 12 8

The above Stores supplied at dozen rates  
even if 1 dozen of each kind is ordered at a  
time. Liberal discount to Clubs, Messes  
and the trade. Cases for 1 dozen 8 Anna  
extra, for 2 dozen 12 Anna extra.

CORNED BEEF. Bs. As.

Corned Beef in 20lb, 30lb, and 50lb  
barrels—barrels free per lb. ... 0 8

Corned Mutton in 20lb, 30lb and  
50lb barrels—barrels free, per lb. ... 0 10

Corned Ox-tongues, 12lb in a barrel,  
per barrel ... ... ... ... 0 9

Smoked Ox-tongues, 6lb in a tin, per  
barrel ... ... ... ... 5 0

SPICED & HUNTER'S BEEF.

Spiced & Hunter's Beef—Rounds  
and Hams, weighing 3 to 14 lbs,  
packed in tin and lard—6 tins  
a case, per lb. ... ... ... ... 0 14

DAIRY BUTTER.

Best Quality Dairy Butter (slightly  
salted) in 20lb barrels—per barrel 16 0

TERMS CASH WITH ORDER.

Sale Export Agent for three of the Best  
Indian Manufacturers.

N.B.—Good Show Room for displaying  
Samples of CHINESE CURIOS,  
CANE GOODS, SILKS, &c., &c.  
Consignments received.

JAMES LINTON,  
2, New Bond Lane,  
CALCUTTA. 1155

CHAS. J. GAUPP & CO.

Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND  
METEOROLOGICAL  
INSTRUMENTS.

VOIGTLANDER'S CELEBRATED  
BINOCULARS AND TELESCOPES.

ADMIRALTY & IMRAY CHARTS,  
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED  
WARE, CHRISTOFLE & CO.'S ELECTRO-PLATED  
WAX-GOLD & SILVER JEWELLERY  
in great variety.

DIA MONDS.

— AND —

DIAMOND JEWELLERY,

A Splendid Collection of the Latest London  
PATENT, at very moderate prices. 742

STAINFIELD'S FAMILY HOTEL.

SUPERIOR BOARD & RESIDENCE,  
with every convenience.

MRS. STAINFIELD,  
1, Queen's Road East.

Hongkong, June 30, 1894. 1102

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAMSU.  
The Co.'s Steamship  
"Formosa,"  
Captain HODGES, will be  
despatched to the above  
Ports on FRIDAY, the 7th Instant, at  
Noon.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & CO.,  
General Managers.  
Hongkong, September 5, 1894. 1444

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR NAGASAKI AND KOBE.  
The Steamship  
"Changsha,"  
Captain WILLIAMS, will be  
despatched to the above  
Ports on TUES-  
DAY, the 11th Instant, at 4 p.m.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, September 5, 1894. 1443

AUSTRIAN LLOYD'S STEAM  
NAVIGATION COMPANY,  
UNDER MAIL CONTRACT WITH THE  
AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & KOBE.  
The Co.'s Steamship  
"Vindobona,"  
Captain P. MEERA, will  
leave for the above places  
on WEDNESDAY, the 13th Instant.

For Freight or Passage, apply to  
SANDER & CO.,  
Agents.  
Hongkong, September 5, 1894. 1445

NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOT POSTE FRANCAISE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDEICHERRY,  
MADRAS, CALCUTTA, ADEN, SUDAN,  
PORT SAID.

MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON, BAVRE AND BORDEAUX.

ALSO  
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 19th September  
1894, at Noon, the Company's S.S.  
YARA, Commanded by MAURETTE  
with MAURICE, PASSENGERS, SPECIE  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered to  
London as well as for Marseilles, and accepted  
in transit through Marseilles for the  
principal place of Europe.

Shipping Orders will be granted  
noon.

Cargo will be received on board until 4  
p.m. Specie and Parcels until 3 p.m.  
the 18th September, 1894. (Parcels are  
to be sent on board; they must be left  
at the Agency's Office).

Contents and value of Packages  
required.

For further particulars, apply  
to the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, September 5, 1894. 1442

STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNERS.

CONSIGNERS of Cargo from London  
and Havre ex S.S. GUARDIAN, in  
connection with the above Steamer, are  
hereby informed that their Goods—with  
the exception of Opium, Treasure and  
Valuables—are being landed and stored  
at their risk at the HONGKONG & KOWLOON  
WHARF & GODOWN COMPANY, Godown,  
at Kowloon, whence delivery may be obtained  
immediately after landing.

Bills of Lading will be countersigned by  
the Underwriters.

Goods remaining unclaimed after TUES-  
DAY, the 11th Instant, at Noon, will be  
subject to rent, and landing charges.

All Claims must be sent in to me on or  
before TUESDAY, the 11th Instant, or they  
will not be recognised.

All Damaged Packages will be examined on  
TUESDAY, the 11th Instant, at 3 p.m.  
No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, September 5, 1894. 1437

Dakin, Cruickshank &

Company, Ltd.

HAVE JUST RECEIVED

A FRESH CONSIGNMENT

OF

THEIR CELEBRATED

Liqueur Whisky.

PRICE. - - - - 614.00 per dozen.

This is without doubt one of the FINEST,

if not the finest, WHISKIES EVER

IMPORTED INTO HONGKONG.

Dakin, Cruickshank & Co.,

VICTORIA DISPENSARY,

HONGKONG.

1422

Vessels Advertised as Loading.

Destinations.

Vessels

Agmts.

Date of Loading.

<div data-bbox="392 620 53

A Malacca Syndicate has made an offer of £50,000 for a share of the 'Wealth of Nations' mine at Coolgardie. It is said to be the richest gold mine ever discovered.

HAVE we caught the Post Office napping again? This afternoon we received a letter addressed, very legibly, to 'The Chartered Bank of India, Australia and China.'

We are advised by the Secretary of the Punjab Mining Co. of the receipt of a telegram from the mine to the effect that—'During the month of August the mill ran 24 days, crushing 1,200 tons, yielding 430 ounces of gold. Can do better.'

The North German Lloyd's Company intends to make extensive improvements in its fleet. The launches will be taken off, and will be lengthened in the same way as the Bayern was, and, thus done, it is the intention of the company to materially improve the vessels on the Australian line, and vessels a good deal larger than those at present running will be put on that line.

The Sydney Morning Herald of August 11 says:—'Coal freight to Hongkong have jumped from \$10 per ton to \$15 within the past week, as a result of the Manchuria war. Yesterday the principal inquiries here and at Newcastle were for ships to carry New South Wales coal to China at what may be styled "fabulous" rates, as compared with business since the great Newcastle coal strike and the development of Japanese coalmines.' In a leading article the same journal says:—A cheering message from Newcastle states that there is a revival in the local coal trade owing to the demands made by the Chinese authorities upon the supplies at Hongkong. The hostilities in the East will necessitate larger reserves of fuel, at the same time that local sources are no longer productive or reliable. There is thus a freight movement to Hongkong, in which the coalowners and miners of our ports are likely to find their advantage. There is something suggestive about this inquiry. Some years ago Newcastle had a large Eastern trade, which was lost in part by the strike, that gave the Chinese and Japanese coalmines just the opportunity they wanted. There now seems a prospect of winning back the business during the war between our Oriental rivals. But however great the immediate demand may be, we must remember that when disturbed conditions pass away, the trade in Australian coal will be subject once more to the competition of people content with low wages, long hours and small profits. Only by labour-saving machinery in mining and by absence of strikes and labour disputes can that competition be met; but if it is not and checked there is considerable hope that the lost trade may be regained in large part, and permanently. The prospect is good enough to call for the fostering interest of all concerned in the coal export of Newcastle, coalminers as well as coalowners, and the opportunity is one to be embraced. It may also be pointed out how much the coal port has to gain by a policy of free-trade. If ships come here with cargoes they will not return empty, freights will be cheap, and there will be inducements to push trade abroad. If ships are repelled, instead of being attracted, the export will languish, for there will not be vessels to do the business. This is one of the alarming features of the situation in Victoria, where protective and prima facie duties have frightened ships away and made freight scarce and dear, while the prices of products imperatively demand a minimum cost of transit.'

The Shanghai Mercury of the 30th ult. contains the following paragraph, which seems to be a scientific attempt to connect the exceptional heat at Shanghai with the appearance of a comet. If there was a comet or any other body of exceptional interest visible in the heavens why does not our expert Observatory tell us something about it? The Australian and South African meteorologists keep the people who pay their bills posted in these matters:—There seem little reason to doubt that on the 24th or 25th an important comet passed the perihelion point. From the accounts given of its appearance as far as we saw it, it approached in a retrograde orbit, and must have passed close, possibly within a million or so miles of the solar surface, which would give a velocity of perhaps 200 miles per second, or near equivalent of some 26 million foot pounds. Should the particles of the comet have been in collision with the meteoric matter known to surround the sun, the amount of heat probably developed must have been general. The quantity, in the absence of all knowledge of the mass and condition of the comet, we cannot of course arrive at. Now, it is an old story that connects comets with comets, and the year 1841, when one of the largest comets of the century passed close to the sun, was long remembered, and 'comet' port was for nearly half a century well known. This is, however, only another way of expressing the hot, dry summer. For long, till the spectroscope revealed the intimate composition of comets, this connection was looked upon simply as a popular superstition, but with increasing knowledge, and the working out by Joule, of what is known as the mechanical equivalent of heat, a scientific basis was afforded for the popular theory. So it is quite within the limits of scientific deduction that the extreme heat to which we have been subjected for the last two weeks may have its explanation in the near approach of a comet to the sun, a comet which, however, seems, except in one or two instances, to have escaped observation. If the comet has not been dissipated by its next approach to the sun, it is quite possible that it may be seen on its returning path near the western horizon shortly after sunset in the course of the next few days.'

Messrs Chater and Vernon's report on the local Share Market, dated 4th Sept., says:—The market continues dull and inactive, and we have no business of any importance to report. Banks.—Further small sales of Hongkong and Shanghai at 92 per cent. prem. is all we have to report. Marine Insurance.—All Marlines have been in demand at quotations, but holders are not inclined to part, and beyond a few Traders at 65 cum div. and Canton at \$140, no sales have been effected. Fire Insurance.

—Are totally neglected and rule weak at quotations. Shipping.—Hongkong, Canton, and Macao at \$10 per ton are on offer at \$25 without finding buyers. Indo-China has changed hands at 30 per cent. div. and are in demand for the N.W. of China. Douglas's are firm at \$51 to \$52, with small sales at former figure. It is rumoured that they will pay a dividend of 5% (10 per cent.) for year ending 30th June, 1894. Sugar Refineries.—China Sugars have changed hands in small lots at \$167 ex dividend. We remain neglectful, although it is generally believed that the company has done very well for the last six months. Mining.—Punjab have sold somewhat, with sales at \$6 and \$10. We have nothing to report in other Miners' stock. Miscellaneous goods have found a market at \$51 and \$51. Docks at \$77, and Watsons at \$10.25 and \$10.50 and \$10. West Point's are on offer at \$20 without finding buyers.

In spite of his eighty-four years 'bien connu,' as the French say, Professor Blackie continues to appear in his favourite rôle of cheerleader of optimists. A writer in the 'English Illustrated' for this year, who has 'followed him' at his residence in Douglas Green at Edinburgh, was surprised to find one who was born in the same year as Mandelson, Chapman, Darwin, Tennyson, Wendell Holmes, and Gladstone, still presenting an erect, youthful figure, and carrying a still more youthful heart. Coming in singing, the Professor proved to be in high spirits, and was easily drawn into a discussion of his philosophy and all its works. 'Positivism, indeed,' he said, with infinite scorn, and he added, 'Believe an old philosopher when he tells you there is an even greater good in the world than bad.' According to the same authority, positivism is a habit of thinking, or a frame of mind that leads a man to fix his eyes on the accidental faults or disagreeable points of an object or objects relatively to himself, and to infer from them, by a hasty conclusion, that accidental faults or differences are the essence of all things, and express the dominant character of the universe. Such a thinker, says the Professor, were such a rhymester, might write—

I hate the flower that wears a thorn,  
It feels my dainty nose;  
Scoper of smell would I be to show  
Than smell the thorny rose.

The following items are taken from the *L. & C. Express* of August 3.—

The Admiralty have given orders for the trooping Tone, Commander Forlong to be retained and prepared in Chatham Dockyard to proceed to the East Indies and China on a round of relief and stores duties. In the Tea market a strong tone is up-voiced, aided by the statistical position, and the tea supplies from China will be at any rate at present, be made up from British grown. The late rise brings the advance to about an average of 10 per cent. Pure China Tea has benefited by the Russian demand; the drawback is, there is not enough of it. The Indian supplies are commencing to arrive in quantity and similar conditions exist for China, viz., a strong demand for fine, which realise remunerative prices to importers. Ceylon is in active demand and common teas are freely taken at current rates.

A considerable business has been done in tea stocks at Lloyd's in connection with the Korean problem. On British-owned steamers bound for China, the tea carried in Japanese owned vessels on the way from Taicowin to Hongkong, Shanghai, and Japan, the rate per cwt. on the declaration of war was 40 per cent., while the charge for tea in China was 15 per cent. On British steamers the rates paid were 20-25, £1 per £100 for the voyage to Hongkong, £10 to Japan, and 15s. for twelve months' risk. On 2nd inst. an important meeting of underwriters, representing the principal Marine Insurance Companies in London, was held in the City to consider the rates of war risk to be agreed upon for cargoes to Eastern waters, in view of the war between China and Japan. Six guineas per cent. was paid at Lloyd's on 1st inst., on insurance of tea carried by the Gwin Line of steamers to Shanghai, and the tea by transhipment to Tientsin. Five guineas per cent. was paid on a cargo of coal to Shanghai. The full sum of £1 per £100 for the tea was covered against war risk, and the tea at 60s per cent. Merchants are covering themselves at a scale of rates commencing at 50 per cent. for the present month, and everything points to a very general insurance and war risks in the ship of shipowners and others trading with the East. Cable has reached London from Tokyo to advise for cover against war risk, and bankers appear to be insisting upon the free of capture and seizure and detention clause being expunged from the policies they negotiate.

The Naval and Military Record, referring to the question as to how far war-vessels are justified in going to the assistance of distressed ships of the mercantile marine, states that the parties of the P. and O. Company, speaking at a meeting of rates of war risk, did not fail to act as tugs, and it is not surprising to learn that one vessel alone damaged gear to the extent of £1,000, while the coal consumed by the steamer was about equivalent to the value of the *Dromedarius*. In the light of the information to hand, it seems as if the effort was out of all proportion to the need. It is a nice question as to how far warships on foreign stations are empowered to assist the trading community, and though the rules are well defined, exceptions will inevitably arise, but the exception must be a remarkable one that demands the continuous services of six warships for sixteen days and nights to tow off one comparatively insignificant sailing ship. It was not always so. The Japanese papers repeat instances where life was saved, and dead men dispossessed, but the Her Majesty's ships held aloof because the work of rescue was the province of private enterprise. We have now gone from one extreme to the other, with results that demand a little explanation. It is a wholesome rule of thumb that when vessels are in danger, and other resources are inadequate, the navy shall render succour, but at the full market rate. If this rule be applied in the present case the claim will be greater than the ship is worth, and the owners will be glad to make over the *Dromedarius* to the British Government as compensation. Even a white elephant would be more acceptable,

EXPERIMENTS are being carried out by Mr. Baden Powell (Scots Guards) with a warship, which he thinks may supersede the captive balloon. The kite is 500 square feet in dimensions and 36 feet high, and is capable of elevating an observer.

From Australian exchanges we learn that the *Calcutta* (Capt. J. Lucas) Saigon is to No. 2 men with a cargo of rice, was wrecked at Vashon Head, near the western entrance to Port Essington. No lives were lost. The *Calcutta* was a wooden ship of 665 tons burthen and 25 years old, and she carried a crew, all told, of 17. Both ship and cargo were insured.

SOME men-of-war's men ashore at Gibraltar for the day had a try at donkey-riding. Seeing one sailor sitting very flat back on his animal, an officer called out to him, 'Jack, why don't you get up more amidships?' 'Well, sir,' cried Jack, 'this is the fact, "command" I've ever had, and it's hard if I can't ride on the quarter-deck.'

GERMANY shortly will be able to boast of owning the largest sailing vessel in the world, the great shipowner and insurance firm of F. Luehrs at Hamburg, having ordered a new steel five-masted vessel of 6,150 tons burthen at the ship building firm of J. C. Techelnborg at Bremerhaven. The new vessel will be 865 feet in length, with 50 feet beam and a depth of 31 feet. She is to be launched in June next year.

#### WITHDRAWAL OF QUARANTINE RESTRICTIONS.

The following communication is forwarded to us by Mr. Fullerton Henderson, Secretary to the Chamber of Commerce:

British Consulate,  
Chefoo, August 25, 1894.  
SIR.—With reference to my dispatch No. 67 of June 23d, to say that certain sanitary regulations imposed on ships arriving from Hongkong and Canton were in force at this Port, I have now the honour to inform you that with the sanction of Her Majesty's Minister these rules have been rescinded, and vessels from the above-named ports are at liberty to enter without further formality—I have, &c.

(Signed) CLEMENT W. ALLEN,  
Consul.

The Honourable The Colonial Secretary,  
Hongkong.

#### TYPHON WARNINGS.

Son. E. Ortiz, Spanish Consul, courteously forwards to us the following telegram received to-day from the Manila Observatory:

'There seem to be two depressions, one N.W. of Manila in the China Sea, the other to the East in the Pacific.'

The Observatory notice this afternoon says:—

There appears to be a depression to the East of Luzon.

#### FRAGRANT WATERS MURMUR.

A REPLY TO 'VOICES POPULI.'

Dear old Shakespeare somewhere tells us Of a thing or two quite rare—  
Now a man, then a Brutus,  
And I, an assotted patr.—  
But that grand old prince of writers  
Would have longed to shew a link  
To be known the 'Phoenix-Britus'  
Laureate of the 'Model Stuk.'

When our competition-wallah—  
Read this Laureate's jolly choral song,  
How they'll laugh in jolly chorus  
And invent another song.  
'Life is real, fun is earnest,  
Stinga's Laureate tops the roll,  
With the knife if it a but year east,  
Poor dull fool, to mix his 'sole.'

That he never was 'crammed with wisdom,'  
Till it weak munda won't fail to see—  
'Nest solo out of school' they'll splutter,  
We be ever there? not he!

'Quarrelous and quer' will shoke them,  
Ur with laughter sure they'll spit;  
They'll quite see he never traded  
At an auction sale of wit.

And they'll gently write a letter,  
To each 'mission' in the 'suck,'

Putting out that Shanghai's poet  
Standeth on destruction's brink.

That his mind is small an' failing,  
They can judge from his vife's 'poem,'

'Rington late' will surely gall her.  
Poor dull fool, to mix his 'sole.'

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#### CORRESPONDENCE.

#### EXTRACT PLAGUE.

To the Editor of the 'CHINA MAIL.'  
Hongkong, Sept. 5.

DEAR SIR.—The rear is in a state of

taking as if the only aim of the concern was to snuff a gain at the end and to counterbalance the loss at the other, and that too though he actually draws attention to the fact, in utter contradiction to the interdictory theory of trade, that while the exports of England to the East are steadily dwindling, the exports from the East are not increasing. He explains this contradiction satisfactorily to his own mind, by saying that the stimulus to the export of wheat from India has been counteracted by the 'extremely low and unremunerative price of wheat in this country,' that is to say, in England; but it fails curiously to see that this adjustment of price is a fundamental and permanent feature of the situation, which must always be present, so long as an imperfect system of international currency exists, to frustrate any such 'heads' I will, to use your language.

We have another complaint to make of the spread of contagious diseases in view of the danger to soldiers, sailors, and civilians in the numerous houses of ill-fame in Hongkong, are especially appropriate just now, when the restrictions caused by the bubonic plague have just been removed.

As long as the 'Black Death' held away in Tai-ping-shan, a whoremonger's den, most notorious for girls of ill-fame.

Now that the disease has been stamped out, the prostitutes have returned to their old haunts, and the

show that the burglars obtained possession of amongst other keys, the key of Prince Solykoff's safe, containing jewellery valued at £10,000, but they were unaware that it was the key of the safe, and consequently neglected to make use of it. The jewels, valued at £10,000, belonging to Prince Solykoff, which the burglar succeeded in getting away with, was insured, SYLVESTER GREY'S JEWELS STOLEN DURING HIS HONEYMOON.

London, Aug. 5.—Miss Sylvia Grey, the well-known actress, who visited Australia as a member of the London Gailey Company some years ago, and who

## Mails.

## Mails.

## Intimations.

## For Sale.

## Merchant Vessels in Hongkong Harbour.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Amoy, Nagasaki, Kobe, Inland Sea, Yokohama) ... TUESDAY, Sept. 11, at 1 p.m.  
Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama) ... WEDNESDAY, Oct. 10, at 1 p.m.  
Oceanic (via Nagasaki, Kobe, Inland Sea, Yokohama) ... TUESDAY, Oct. 30, at 1 p.m.  
Honolulu).

THE Steamship GAELEC will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, 11th September, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, September 3, 1894. 1364

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

Tacoma ..... | Tuesday, Sept. 25.

Sakai ..... | Tuesday, October 16.

Victoria ..... | Tuesday, November 6.

Tacoma ..... | Tuesday, December 11.

Sakai ..... | Tuesday, Jan. 15.

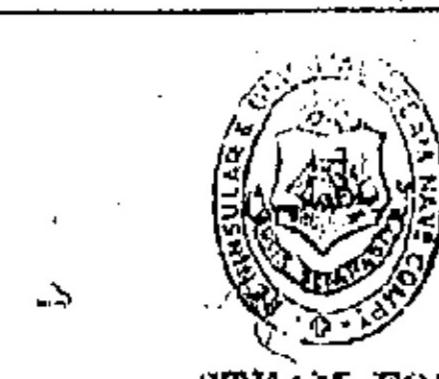
The Steamship TACOMA, Captain VICTOR PERKES, sailing at Noon, on TUESDAY, 25th September, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcel must be sent to our Office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to



STEAM FOR  
CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

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